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The Ross Government **AND** **PROGRESSIVE ONTARIO**



HON. GEO. W. ROSS
Premier of Ontario

A Brief Story of Ontario's Development
UNDER LIBERAL GOVERNMENT

PROVINCIAL ELECTIONS, JANUARY 20th, 1905

PROGRESSIVE ONTARIO

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THE ROSS GOVERNMENT

THE SPLENDID FINANCIAL POSITION OF ONTARIO.

OUR PROVINCE IN THE LEAD.

Financial Standing of the Province of Ontario

Receipts—1867 to 31st December, 1903.....	\$123,031,976.53
Expenditures—1867 to 31st December, 1903....	121,037,297.53
Cash on hand 31st December, 1903.....	1,994,679.00
Assets of the Province, 31st December, 1903....	8,383,306.11
Liabilities of the Province, 31st December, 1903	5,834,141.99
Surplus of Assets after deducting Liabilities...	2,549,164.12
Cash in the banks on December 12th, 1904 (the date of dissolution).....	\$2,739,200.00

Out of a total expenditure of \$113,191,872 since 1871, over \$95,000,000 have been returned to the people.

Money Returned to the People

Out of a total expenditure of \$113,191,872.69 since 1871 the following sums might be fairly taken as contributions either for the relief of taxation, or for the improvement of the country:—

Education.....	\$20,042,769.61
Toronto University, fire grant.....	160,000.00
Hospitals and charities.....	3,965,775.11
Maintenance of Asylums and Public Institutions...	20,583,648.01
Surplus distribution, 1873.....	3,388,777.47
Distribution of clergy lands.....	931,994.50
Refunds land improvement fund.....	539,614.76
Agriculture and arts.....	4,971,995.54
Immigration.....	987,767.80
Administration of justice.....	10,966,391.24
Aid to railways, including annuity repayments...	11,311,417.27
Canal and navigation roads.....	3,694,247.79
Municipal drainage.....	1,221,117.35
Swamp drainage.....	238,405.09
River, lake, and bridge works.....	1,150,965.47

National parks since 1885	113,252.41
Public buildings—construction outlay	9,518,571.30
Repairs and maintenance since 1884	1,459,097.92
Total of over	\$95,000,000

Debts of Other Provinces

Quebec	\$22,017,902
Nova Scotia	3,028,807
New Brunswick	3,213,946
British Columbia	8,539,878

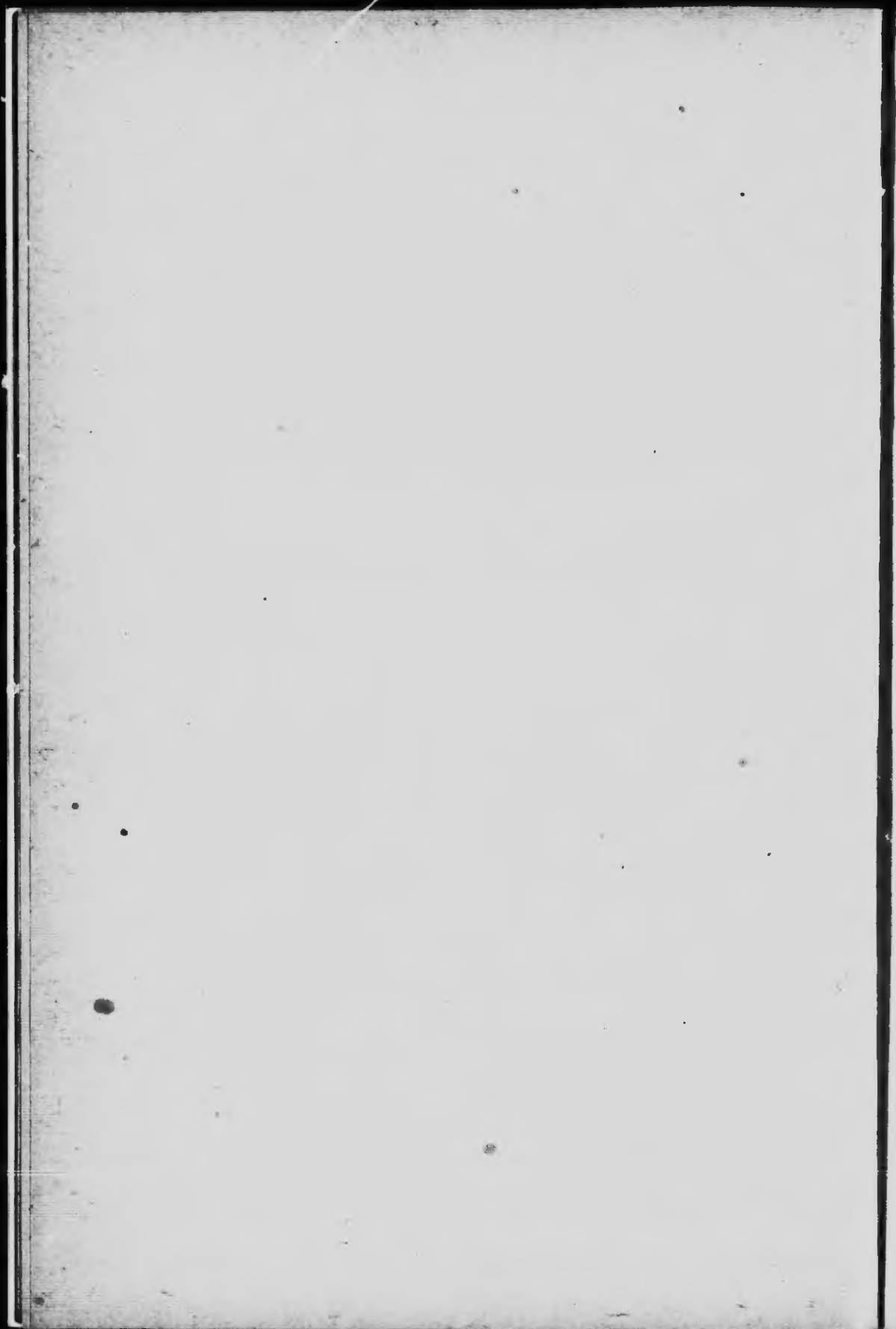
During 1903, Ontario received the sum of \$195,357.76 as interest on investments, while the Province of Quebec paid in interest and charges on her public debt no less a sum than \$1,577,583.19.

Ontario has received up to December 15, 1904, the sum of \$310,208 as interest on trust funds held by the Dominion and on special deposits in the banks.

Railways Aided

NAME OF RAILWAY	MILES	TOTAL
Belleville & North Hastings	22	\$114,206.40
Brantford, Norfolk & Port Burwell	33	129,353.60
Bruce Mines & Algoma	16	91,565.60
Canada Central	48	125,957.15
Canada Southern	63	244,559.20
Central Counties	17	68,747.26
Central Ontario	21	117,534.40
Cobourg, Peterboro & Marmora	9	18,740.00
Credit Valley	153	807,350.85
Canada Atlantic	66	454,887.60
Erie & Huron	41	123,834.87
Grand Trunk, Georgian Bay & Lake Erie	79	231,446.00
Grand Junction	66	278,067.60
Grand Trunk Ry., as assignee of the Magnetawan River Railway	2	10,000.00
Hamilton & North Western	144	727,697.20
Hamilton & Lake Erie	33	66,960.00
Irondale, Bancroft & Ottawa	45	250,569.60
James Bay Railway	4	27,612.00
Kingston & Pembroke	89	606,945.70
Lake Simcoe Junction	26	53,000.00
London, Huron & Bruce	69	268,839.60
Montreal & Ottawa	50	186,560.00

Midland.....	55	215,511.90
North Simcoe.....	33	144,241.60
Northern Extension.....	70	196,188.00
Ontario & Rainy River (Can. North.) ..	268	2,001,416.00
Ontario, Belmont & Northern.....	0	35,725.60
Ottawa, Arnprior & Parry Sound.....	149	817,692.00
Pembroke Southern.....	18	103,540.80
Prince Arthur's Landing.....	6	20,747.20
Prince Edward County.....	32	155,520.00
Port Dover & Lake Huron.....	63	126,000.00
Pt. Arthur, Duluth & West. (Can. North.)	80	463,315.54
Parry Sound Colonization.....	48	267,247.20
Stratford & Lake Huron.....	27	55,000.00
Toronto, Grey & Bruce.....	151	461,364.40
Toronto & Nipissing.....	46	105,212.00
Tillsonburg, Lake Erie & Pacific.....	19	71,295.20
Victoria.....	56	537,317.20
Wellington, Grey & Bruce.....	121	441,276.00
Whitby, Port Perry & Lindsay.....	46	129,790.40
Ottawa & New York (International Bridge).....		65,297.60
Dominion Bridge Co. (Interprovinc Bridge).....		93,284.00
	2,394	\$11,311,417.27



NEW ONTARIO AND CROWN LANDS

Increase of population since 1871 in New Ontario	129,849
Miles of Colonization Roads built since 1871..	5,672
Area of Province still undisposed of ....acres	102,263,797
Area of Old Ontario settled and assessed.....	
(acres).....	24,000,000
Area of Clay Belt, New Ontario.....acres	16,000,000
Estimate of Pulpwood in New Ontario..cords	288,000,000
Value of royalty on pulpwood at 40 cents a	
cord.....	\$115,200,000
Estimated value of Pine uncut	\$75,000,000
Estimated value of Hardwood.....	\$50,000,000
Revenue from Crown Lands since Confederation	\$39,040,946
Revenue from Crown Lands for 1903.....	\$2,459,110
Revenue from Crown Lands for 10 months of	
1904.....	\$2,314,854

TIMBER SALES

Under the Sandfield Macdonald Government (4	
sales) average bonus per mile.....	\$ 260
Under the Blake Government (1 sale) average	
bonus per square mile.....	\$ 117
Under the Mowat Government (6 sales) average	
bonus per square mile.....	\$1,204
Under the Hardy Government (1 sale) average	
bonus per square mile.....	\$1,665
Under the Ross Government (3 sales) average	
bonus per square mile.....	\$3,245

PROVINCIAL PULP WORKS**SAULT STE. MARIE**

Output per day	tons 100
No. of men employed	130
Monthly wages paid	\$6,500
Amount invested in Pulp Works	\$1,022,544

STURGEON FALLS

Output of paper per day	tons 40
No. of men employed, including men in the woods	500
Monthly wages paid	\$23,500
Amount invested in Pulp Works	\$1,600,000

SPANISH RIVER

Amount invested	\$700,000
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The Works at Spanish River have a capacity of 110 tons per day, and it is expected will be running early next season. The mill will probably employ 350 men, including those at work in the woods, and will consume 30,000 cords of pulpwood per year.

RAILWAYS IN NEW ONTARIO

THE CANADIAN NORTHERN, aided by the Government, extends from Port Arthur to Lake Superior, through the Rainy River Valley to Winnipeg, and connects with the Railway Systems belonging to the Company in Manitoba and the North-West Territories. It is expected that within a year the Western extension of this road will reach as far as Edmonton. Without aid from the Ontario Government, it would have been impossible to build it. Besides giving an additional railway to Winnipeg, it opens up the Rainy River Valley, said to contain nearly a million acres of arable land.

THE ALGOMA CENTRAL RAILWAY.—This railway is intended to connect Sault Ste. Marie with the Canadian Pacific Railway. Eighty-seven miles have been completed, and 107 additional are ready for the rails, leaving 25 miles to be constructed in order to make connection with the C.P.R. For the

construction of this road the Government has appropriated 7,400 acres per mile.

JAMES BAY RAILWAY.—This road connects Toronto with Sudbury—a distance of about 265 miles. It opens a new line through the Counties of York, Ontario, Simcoe, and through the Districts of Muskoka and Parry Sound, rendering accessible to settlement large tracts of country rich in timber and agricultural lands. By an Act of last Session the Government endorses the bonds of this railway to the extent of \$20,000 a mile.

GRAND TRUNK PACIFIC.—The Government has agreed to a grant of 6,000 acres and \$2,000 per mile as a bonus for a railway to connect Port Arthur with the Grand Trunk Pacific—a distance of 200 miles. This road will connect, by means of the waters of Lakes Huron and Superior, all the Western parts of Ontario with the markets of the North-West, and will be of advantage to every town on the west coast of the Province from Windsor all the way North, in furnishing them with additional transportation facilities.

THE TEMISKAMING AND NORTHERN ONTARIO RAILWAY.—This is the only railway in Ontario which is being constructed as a Government work and to be owned by the Government. Passenger trains are now running from North Bay to New Liskeard—a distance of 112 miles, and construction trains, north of New Liskeard—a distance of 25 miles. A contract has been given for the extension of the road to the junction of the Grand Trunk Pacific, in the neighborhood of Lake Abitibi—a probable distance of 200 miles in all. This road will afford access to the great fertile belt of Northern Ontario, and will greatly facilitate in settling that part of the Province.

NEPIGON RAILWAY.—This road is intended to connect Lake Superior with Lake Nepigon—a distance of 40 miles. The Grand Trunk Pacific will pass within probably 40 miles of the north end of Nepigon, affording access from Lake Superior, including railways to be built and the navigation of the Lake—a distance of 170 miles. In the interior of the country there are valuable mineral as well as agricultural lands. It will also connect with the Grand Trunk Pacific.

GENERAL RAILWAY POLICY OF THE GOVERNMENT

The object of the Government in aiding railroads has been to develop and render accessible the unsettled lands of the Province, the estimated area of which is over 100,000,000 acres.

The importance of such a policy will be apparent when it is stated that in 1881 there were only 12 miles of railway in this part of the Province. When the railroads now under contract are completed, New Ontario will have 1,000 miles of railway, not including the Grand Trunk Pacific, which extends from East to West, North of the height of land—a distance of over 750 miles.

How to settle and make productive this vast area is a problem well worthy of the attention of the Province.

TIMBER POLICY

For the last fifty years the Government has been disposing of its timber by auction, and although a very large revenue—nearly forty millions of dollars—has been received from this source, the Government is now considering a change of policy by which it is expected the forests can be preserved for all time and made to yield a handsome revenue. Instead of selling the timber outright, to be cut down as the purchaser may feel inclined, it is now intended to merely sell the matured timber, leaving the smaller trees, as far as they can be protected, for sales in later years, when they have reached their full growth and are in a better condition for the market. A pine forest, at a low estimate, increases at the rate of eight per cent. in growth every year. To this should be added the constantly increasing value of pine timber, hence an enormous addition to the forest wealth of the Province. If this policy can be successfully worked out, forests can be preserved without any abatement of the income now derived from them.

FOREST RESERVES.—A step in this direction was taken when the Forest Reserves Act, passed in 1898, provided for the separation from the agricultural area of the Province lands unfitted for farming to be used perpetually for growing timber. Already about seven millions of acres have been set apart for this purpose and no lumbering allowed within the areas so set apart.

The list of Reserves are as follows:—

In Frontenac & Addington.....	80,000 acres.
North Shore Lake Superior.....	45,000 "
Temagami.....	3,776,000 "
Mississauga River.....	1,920,000 "
Algonquin Park.....	1,101,000 "
Rondeau Park.....	5,000 "
Total.....	6,927,000 "

Statement of number of acres of land disposed of up to January 1st, 1904

Total area sold or leased.....	22,091,668
Total area located.....	1,644,535
Total area disposed of.....	23,736,203
Total area of Province.....	128,000,000
Total area disposed of.....	23,736,203
Total area undisposed of.....	Acres 102,263,797

THE SAULT INDUSTRIES

In 1895 the first concession was made to Mr. F. H. Clergue for the establishment of Pulp Works at the Sault. Out of this, involving originally an investment of about \$1,000,000, there grew the following industries:—

Chloride Pulp Works, Nickel Reduction Works, Car Shops, Veneering Mills, Steel Plant, The Algoma Central Railway.

These industries involved the expenditure of about \$33,000,000. The financial stringency in the United States in 1902-3 so crippled the industries that they had to suspend operations, and as a consequence about 5,000 men were thrown out of employment.

In October an appeal was made to the Government to advance the wages due the employees, as winter was approaching and their families were dependent upon their daily earnings. In fact, a riot was threatened unless some relief were afforded. The Government met this condition of things by an arrangement with the Banks whereby the sum of \$260,000 was paid as the arrears of wages to employees of the different Companies concerned. The Government was protected in this advance by the land grant promised the Railway, inasmuch as no part of the land grant had been transferred. The advance made to the Banks was, therefore, a lien on the property of the Company. Already nearly one-half of this advance has been repaid and the Government holds the guarantee of the Company that the remainder will be paid on or before the 1st of February next.

REVIVAL OF THE INDUSTRIES.—The payment of the wages, although affording a measure of relief, still left the Company under a mortgage of \$4,500,000 to Speyer & Company, of New York, and as the mortgage was overdue, Speyer & Company declared their intention to foreclose and sell the property at public auction. From such sale certain consequences disastrous

to the industries might follow. (1) The Company, besides the Speyer mortgage, owed different creditors \$1,800,000; of this sum \$1,200,000 was owing to Canadian creditors. If the mortgage were foreclosed all these creditors would be shut out and many of them could ill-afford the loss. (2) It was generally believed that if the property were transferred the Algoma Central Railway, which the Province had subsidized with a grant of 7,400 acres of land per mile would not be completed, and as the railway traversed valuable mineral, agricultural and timber districts, its extension to the Canadian Pacific was considered of great importance. The permanent failure of the Sault industries also involved the failure of the railway. This was undesirable. (3) It was well understood that if the Speyer mortgage were foreclosed, the United Steel Trusts that were the expected purchasers, and that had an option on the Works, would not operate the steel plant. This Trust, which controlled all the Steel industries of the United States, was anxious to prevent the manufacture of steel rails in Canada. By getting possession of the plant at the Sault, in which about \$7,000,000 were invested, they would hold the Canadian market for their American industries. The effect of this would be to prevent the development of the iron mines on the Eastern shore of Lake Superior and to crush one of the greatest industries ever launched in Canada.

In this crisis an effort was made to re-organize the Company on a new basis, and the Government was assured that if the bonds of the new Company were endorsed to the extent of two millions of dollars a re-organization could be effected. After the most careful consideration of the responsibility involved and the advantages to the Province from the re-establishment of these industries, the Government agreed to endorse the bonds, as already stated to the extent of two millions of money, on the condition that the railroad should be completed. The securities of the Government for this endorsement were: (a) the land grant already earned amounting to at least 600,000 acres, estimated by Mr. Whitney in 1901 at \$8 an acre; (b) 100 miles of railroad already completed; (c) a subsidy of \$240,000 earned from the Dominion Government, but not paid over; (d) a first mortgage on all the property of the Company the first cost of which was \$30,000,000. With such ample security, the Government had no hesitation to pledge the credit of the Province for the sum of two millions of dollars for a period of two years, and the results have amply justified its confidence in the undertaking, as the following facts show:—

(1) The Steel Plant is producing 500 tons of steel rails per day, which, at \$28 per ton, earns \$14,000 per day.

(2) The Pulp Mills produce 100 tons of pulp per day, which, at \$15 a ton, earn \$1,500 per day.

(3) The Helen Mine is producing 1,000 tons of iron ore per day at \$3.25 per ton, earning \$3,250 per day.

The earning power of the other industries cannot be so accurately estimated, but may be put at \$200 per day.

On the 1st of November there were employed in these various industries 3,958 men. The pay roll for the month of October was \$130,049.49.

Mr. Whitney, in an address at Mr. Borden's meeting in the Massey Hall, October 4th, 1904, said that the \$2,000,000 given in aid of the Sault industries might as well have been thrown into Lake Superior. This is Mr. Whitney's idea of the duty of a Government in a great crisis.

TOWN SITES IN NEW ONTARIO.—As the Temiskaming and Northern Ontario Railroad will pass through lands chiefly in the Crown from North Bay through New Liskeard to the junction of the Grand Trunk Pacific, it is intended by the Government to select the sites on which it is most likely that towns or villages might be most successfully established. These lands will be surveyed by the Government on the most approved plan and certain lands reserved for schools, churches, public halls and hospitals. A similar plan will be adopted with regard to town sites on the Grand Trunk Pacific between the borders of Quebec and Manitoba—a distance of not less than 750 miles—making in all between the two railways 950 miles. At least fifty town sites in this distance will be laid out, and although it could not be expected that every site would become a large town, yet it may be safely assumed that, having regard to the agricultural wealth and other resources of the country, many of the sites will become prosperous towns. The proceeds of these sales will be taken into the public treasury and will form part of the fund out of which the loan for the construction of the railway will be repaid. Heretofore town sites along railroads aided by the Government passed into private hands, and in many cases have been used for speculative purposes. The Government proposes that the people of Ontario shall share in the benefit of the settlement of this Province—a settlement to which the public treasury has so largely contributed. The Canadian Pacific Railway has already received \$11,000,000 from the sale of town sites on the lands granted by the Dominion Government or secured by the Company while the road was under construction.

GOOD ROADS.—In 1901 the Government set apart the sum of \$1,000,000 for the improvement of public highways.

Although only three years have elapsed since the Government policy was announced, the following Counties have adopted the County system of highways, viz:—Simcoe, Wentworth, Wellington, Lanark, Oxford, Hastings. The Good Roads Commissioner is in communication with the following Counties that have by-laws for the purpose under consideration, viz:—Victoria, Lincoln, Brant, and Carleton. While by-laws have not been definitely prepared, the question is being considered in Halton, Essex, Welland and a number of other Counties. Under the Act an expenditure of \$543,000 has been made, of which \$181,000 has been contributed by the Province.

ELECTRICAL POWER AT NIAGARA FALLS

Concessions have been granted to three different companies to develop electrical power at Niagara Falls. Under their agreements with the Ontario Government these companies have the right to develop 375,000 h.p. The works projected will cost about twenty-five millions of dollars (\$25,000,000), and will yield to the Province a revenue of \$275,000 per annum. The amount expended by the Government in expropriating the lands for a Park at Niagara Falls is about \$600,000, and as these concessions are within the Park, the revenue to be received is equal to nearly 5% on \$6,000,000 of money; i.e., by the arrangements made by the Park Commissioners with the approval of the Government, an investment of \$600,000 has increased in value tenfold as a revenue-producing investment.

AGRICULTURE AND DAIRYING

Grants for Agriculture, 1872.....	\$ 70,858
Grants for Agriculture, 1904, including Department.....	\$397,756
No. of acres of farm lands assessed.....	23,930,522
No. of acres of cleared land.....	12,642,559
No. of acres of swamp, marsh and waste lands.....	3,563,051
No. of acres of woodland.....	6,710,912

CAPITAL INVESTED IN FARM LANDS, BUILDINGS, ETC.

Value of farm lands.....	\$620,369,475
Value of buildings.....	247,629,153
Value of implements.....	62,996,190
Value of stock.....	154,327,267
Total.....	<u>\$1,086,322,085</u>
Increase since 1897.....	\$181,723,472

CHEESE FACTORIES

	1890	1903
No. of cheese factories.....	817	1,126
No. of lbs. of cheese produced	79,264,713	165,806,573
Value of cheese produced.....	\$7,189,957	\$17,203,232

CREAMERIES

	1890	1903
No. of creameries.....	39	265
No. of lbs. of butter.....	1,298,530	10,812,126
Value of butter produced.....	\$269,154	\$2,096,593

OPPOSITION TO THE DEPARTMENT OF AGRICULTURE

In the Session of 1893, Mr. Whitney opposed the appointment of an Assistant in the Department of Natural History.

In 1897 he opposed a grant of \$1,400 to the Poultry Association of Ontario.

In 1899 he opposed the vote of \$2,500 for instruction in fruit spraying; a vote for \$1,000 for the Pioneer Farm; and \$2,600 to the Western Dairy School.

Mr. Whitney voted against the appointment of a Good Roads Instructor, although it is universally admitted now that such an appointment was of great advantage to the Province.

Mr. Whitney opposed the appointment of a Drainage Referee although the municipalities have already borrowed nearly two millions of dollars for drainage purposes.

FARMERS' INSTITUTES

No. of meetings held, 1902-3, ending 30th June, 1903, 837
No. of persons in attendance, 1903, ending 30th June, 1903, 126,352

WOMEN'S INSTITUTES

No. of meetings held, 1903-4, ending 30th June, 1904, 960
No. of persons in attendance, ending 30th June, 1904, 44,698

GENERAL WORK OF THE AGRICULTURAL DEPARTMENT

The Agricultural Department has the supervision of the following institutions for farmers:—

DAIRY SCHOOLS.—3 Dairy Schools—Guelph, Kingston and Strathroy, attended by 2,240 persons.

PIONEER FARM IN ALGOMA.—One hundred and fifty miles west of Port Arthur, for the purpose of testing the soil and climate of that portion of New Ontario.

EXPERIMENTAL FRUIT STATIONS—located at 15 different points in the Province.

479 Agricultural and Horticultural Societies.

14 different Associations, such as Fruit Growers, Dairymen, and Breeders' Associations of different kinds.

THE ONTARIO AGRICULTURAL COLLEGE, with an attendance in 1903 of 728 students.

THE SIR WILLIAM MACDONALD INSTITUTE for instruction in Domestic Science, opened this year, and attended by 107 farmers' daughters.

ADVANTAGE OF THE DEPARTMENT

The advantage of the Department is shown (1) by the improvement of agriculture and the large increase in the exports of cattle which has taken place in the year 1903, and (2) by the success of Canadian exhibitors when they come into competition with American exhibitors, as in the case of the World's Fair, in 1893, the Pan-American Exposition in 1901, and the St. Louis Exposition, as shown by the following prizes and awards at St. Louis:—

CATTLE

Only one exhibitor. His wins include five first prizes and six championships.

CATTLE

Only one exhibitor, who exhibited Ayrshires. His wins include four first prizes on individual animals and first prize for the herd.

SHEEP

Shropshires—1 exhibitor—10 championships and 19 firsts.
 Oxford—1 exhibitor—4 firsts and a reserve for champion.
 Southdowns—1 exhibitor—4 firsts and 3 championships.
 Cotswolds—3 exhibitors—13 first prizes, 11 seconds, 3 championships and 3 reserves for champions.
 Lincolns—1 exhibitor—24 firsts, 19 seconds and 12 (all) championships in his class.
 Leicesters—3 exhibitors, 27 firsts, 26 seconds and 12 championships.
 Dorset Horns—2 exhibitors—17 firsts, 7 seconds, 12 thirds and 10 championships.
 Suffolks—Two out of the three prizes offered.

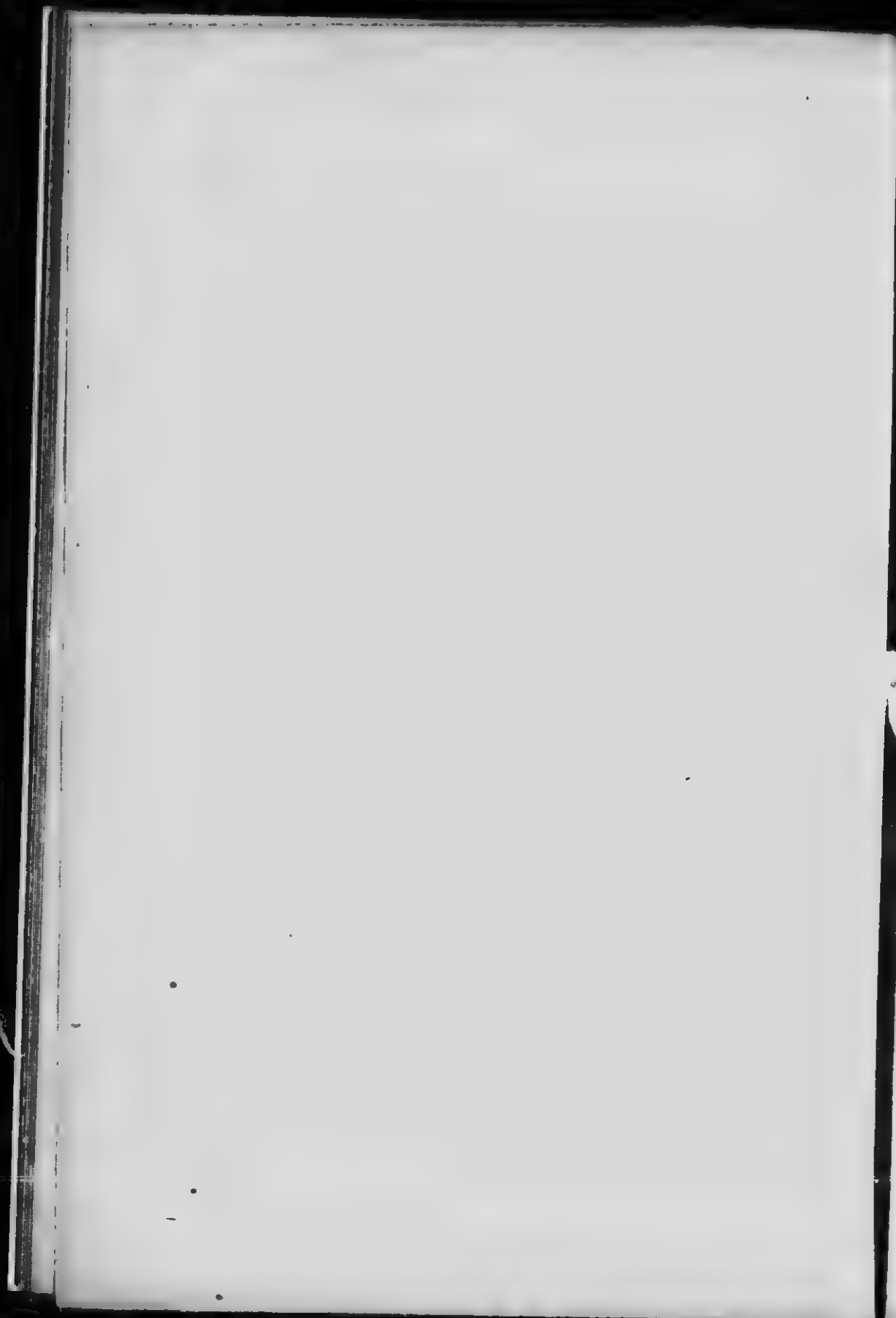
SWINE

Yorkshires—13 firsts, 14 seconds, 10 thirds and 8 championships.
 Tamworths—1 exhibitor—16 firsts, 12 seconds and 5 championships.
 Essex—1 exhibitor—5 firsts, 10 seconds, 6 thirds, and 1 championship.

POULTRY

In most classes in which exhibitors from the Province of Ontario entered they swept the board.

These exhibits were made on the personal responsibility of the exhibitors, but all prizes won are duplicated by the Dominion Government.



PUBLIC INSTITUTIONS

The number of persons cared for in the different institutions 'n the year 1908 was as follows:

Central Prison.....	1,016
Reformatory for Boys.....	156
Mercer Reformatory for Women.....	262
Seven Lunatic Asylums.....	5,532
Asylum for Idiots at Orillia.....	728
45 County and District Gaols.....	8,821
20 District Lookups.....	909
Ontario Institution for the Blind.....	181
Ontario Institution for the Deaf and Dumb.....	288
50 Hospitals.....	85,912
41 Houses of Refuge.....	5,162
88 Orphanages.....	4,116
4 Industrial Schools (2 for Boys and 2 for Girls).....	357
Total.....	68,445

Average cost per patient, American Asylums 1898 to 1900.....	\$188 22
Average cost per patient, Canadian Asylums 1898 to 1900.....	199 79
Average cost per patient, Ontario Asylums 1908.....	125 20

Statement of amounts expended as per the following headings, being for 36 years from 1868 to 1903, both years included :

Lands, Buildings and Equipment of Public Institutions	\$ 6,757,167.08
Maintenance of Public Institutions ..	20,829,955.18
Grants to Hospitals and Charities ..	4,018,795.11
Grand Total	\$31,605,917.37

NEW ASYLUMS

Within the last two years, two additional Asylums were opened—one at Cobourg and the other at Penetanguishene. The Cobourg Asylum has about 160 female inmates, who do not require special attendants on account of their age and harmless dispositions. The Asylum at Penetanguishene occupies the building formerly used as the Reformatory for Boys. The attendance at the Reformatory was gradually falling off—the few boys remaining were transferred to the Mimico Industrial School, and the buildings which they had occupied were adapted for Asylum purposes. By the opening of these two institutions, the other Asylums were greatly relieved, and it is now considered the accommodation of this branch of the Public Service is adequate for several years to come.

THE LICENSE ACT

	License Year. 1874-5	License Year. 1903-4
Total number of Tavern Licenses ..	4,793	2,577
Total number of Shop Licenses	1,307	300
Total number of Wholesale Licenses ..	52	22
Total number of Vessel Licenses ..	33	none

Total	6,185	2,899
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If licenses had been issued in 1903-4 at the ratio that obtained in 1874-5 they would have reached 8,928, instead of 2,899, the actual number.

No. of organized Municipalities in Province	780
No. in which no Tavern License is issued	170
No. in which one and not more than two are issued ..	286
No. of Municipalities without a shop License	661

NUMBER OF LICENSES ELSEWHERE

Province of Quebec, one to each 635 persons.

Province of Ontario, one to each 753 persons.

City of Montreal, one to each 345 persons.

City of Toronto, one to each 1,000 persons.

COMMITMENTS FOR DRUNKENNESS

The commitments to gaol, according to population, were:—

In 1876, one for every 444 persons.

In 1903, one for every 730 persons.

Local Option is now in force in 37 municipalities.

Temperance was taught in the Public and Separate Schools of the Province in 1903 to 195,506 persons.

EDUCATIONAL PROGRESS

	1882	1903	INCREASE
Number of Public Schools	5,203	6,146	943
Number of Teachers	6,587	9,456	2,869
Number of First-Class Certificates	246	610	364
Number Second-Class Certificates	2,169	4,451	2,282
Number trained in Normal School	1,873	4,967	3,094
Number of Pupils passed Entrance Exams,	4,371	13,003	8,632
Number of High Schools	104	135	31
Number of New High School Buildings since 1882		58	58
Number of High School Teachers	332	619	287
Number of Pupils in High Schools	12,348	25,722	13,374
Number of Pupils who left for Agricultural Pursuits	646	844	198
Number who left for Mercantile Life	881	1,805	924
Number of Public Libraries	94	481	387
Number of volumes taken out by Readers	251,920	2,530,769	2,278,849
Number of Students, School of Science	18	408	385
Number of University Students	342	907	565

SPECIAL FEATURES OF THE SCHOOL SYSTEM PUBLIC SCHOOLS.

The new curriculum of studies adopted in 1904 provides for instruction in DOMESTIC SCIENCE AND COOKERY, MANUAL TRAINING AND NATURE STUDY.

FREE TEXT-BOOKS FOR RURAL SCHOOLS.

The Regulations of the Education Department provide that any public or separate school in rural districts may, by resolution of its board, decide to have certain text-books purchased for the pupils free of cost to the parents or guardians. Any rural school board which provides such text-books free for the scholars shall be entitled to a grant equivalent to one-half the amount expended, from whatever money may be appropriated for the purpose by the Legislature. The Government is prepared to pay one-half the cost of text-books when supplied by trustees of rural schools.

COST OF TEXT-BOOKS IN THE UNITED STATES.

In the United States the publication of text books is not, with few exceptions, controlled by the Departments of Education. Publishers, therefore, usually fix their own prices, and the school authorities have power to change text-books from time to time, as they may deem expedient. In some States the free text-book system has been adopted; *i.e.*, the trustees purchase the text-books for the use of pupils, charging the cost to the ratepayers in the same way as the salaries of teachers and other school expenses are charged. The following statement, based upon the latest data known to the Education Department, shows the cost per pupil in a few states and cities that have adopted free text-books:—

Massachusetts, average cost per pupil	\$1.62
New York . . . . .	.60 to .70
New Jersey . . . . .	.95
Pennsylvania (with supplies) . . . . .	.98
Michigan (rural) . . . . .	.47
Michigan (urban) . . . . .	.59
Washington, D.C. . . . .	.46
Detroit, Mich. . . . .	.65
Philadelphia, Pa.	1.02
Syracuse, N.Y.	1.00
Stratford, Ont. (paid from fees) . . . . .	.23
Brantford, " " " " . . . . .	.36
Hamilton, " " " " . . . . .	.26½

COST OF TEXT-BOOKS IN TORONTO, 8c. PER PUPIL.

In the City of Toronto text-books are purchased for the pupils by the School Board under what is known as the Free Text-Book System. From the Inspector's Report (see p. 16 of the Report of 1902) the following statement is taken:—

"The cost per pupil for text-books on the basis of average
"monthly attendance, omitting kindergarten pupils,
"was 9 4-5 cents. The cost per pupil for text-books
"on the basis of total enrollment, omitting kinder-
"garten pupils, was 8 cents."

RURAL SCHOOL LIBRARIES PROVIDED FOR.

The Regulations of the Education Department provide that any rural school board which provides a library of approved books for the scholars shall be entitled to a share of whatever money may be appropriated for the purpose by the Legislature. The powers, however, heretofore held by trustees to establish school libraries are not affected by the above provision, as boards have full authority under the provision of the Statute to purchase books for the school library and to make such selections as they may deem necessary. Any grant given by the Education Department, however, is based solely upon the amount expended for books as per catalogue or lists approved by the Education Department.

TECHNICAL EDUCATION

For a great many years technical education received much attention in the German schools, and subsequently in the schools of France. The progress of Germany in the arts and manufactures induced the people of England to realize that the industries of the country would be seriously handicapped if the causes of the German Empire's supremacy in many lines were overlooked. Accordingly, technical education, including manual training and household science, were added to the curriculum of the city schools in the mother land, and with most gratifying results. The Americans, alive to the importance of technical skill in the growth of its industries, have expended large sums in recent years in equipping schools of technology, including requirements for art and industrial subjects.

On several occasions many of our educationists in Ontario have urged the value of technical education in view of the necessity of preparing young persons to take a more intelligent part in the development of Canada's vast resources. The School of Practical Science in Toronto and the School of Mines in Kingston, have afforded opportunities for training in certain departments

where skill is essential. Aid to the extent of about THIRTY THOUSAND DOLLARS is annually given to assist school boards in furnishing equipment, and maintaining departments of a technical character in municipalities which take advantage of the provisions that have been made.

NORMAL SCHOOL WORK.

At the Normal Schools in Toronto, London and Ottawa, and the Normal College in Hamilton, equipment is provided for manual training and household science, and instructors in these departments have a place on the regular staff, the object being to give every public and high school teacher some knowledge of the more elementary departments of technical education. To train specialists in manual training, the Macdonald Institute, Guelph, has been generously endowed by Sir William Macdonald. Departments of Household Science for training specialists are also provided in that institution, as well as in the Lillian Massey School, Toronto, and in several other places. At present technical education is taken up in Toronto, Hamilton, London, Guelph, Cobourg, Stratford, Berlin, Kingston, and Woodstock. Many other cities and towns are already taking steps to add departments of technical education to the courses of study taken up.

SCHOOL OF PRACTICAL SCIENCE.

In 1882, this school was attended by 18 students, with 3 instructors. In 1903, there were 403 students, with a staff of 21 instructors. The school has been greatly enlarged and equipped at an expense of about \$250,000, and now may fairly rank with the best science schools on the continent. The course of study consists of instruction in Mining Engineering, Mining, Civil and Electrical, and Hydraulic Engineering, Chemistry, Physics and Architecture. Graduates of the School of Science hold positions as Engineers in many of the largest works in Canada and the United States.

UNIVERSITY OF TORONTO.

Under the policy of the Government adopted in 1885, all the universities in the City of Toronto, except McMaster, have become federated with the University of Toronto.

In the Arts Faculty there are 74 professors and instructors. The number of students enrolled is 1,021. In the Medical Faculty the number of professors and instructors is 71, and the number of students enrolled 639.

THE STURGEON FALLS CASE

The Town of Sturgeon Falls granted a bonus of \$7,000 towards the establishment of a pulp and paper mill within the corporation. The taxes of corporations usually go to the Public School unless where provision is made by the Roman Catholic members of the Corporation under the School Act, that a portion of them should go to the Separate School. In this case the stockholders in the Pulp and Paper Company were mostly residents of Great Britain, and the Roman Catholics felt that in taxing themselves to pay for this bonus they would get no advantage to the Separate School unless they could make an arrangement with the Public School supporters for a division of the taxes. This they did by memorandum of agreement made on the 22nd day of June, 1898, the agreement being to the effect that half the taxes collected from the Sturgeon Falls Pulp Co. should go to the Separate Schools and the other half to the Public Schools, the assessment of the property for this purpose being fixed at \$40,000. The Public School Board failed to carry out this agreement, and collected the full taxes for the benefit of the Public Schools. As no relief could be granted by direct appeal, a Petition was sent to Parliament last session asking for a confirmation of the agreement made between the Public and Separate School Boards. This Petition came before the House on the 10th of March and was referred to the Private Bills Committee, where a bill based upon the agreement was reported without any objection, the following members of the Committee being present:—Hon. Mr. Harcourt, Messrs. Auld, Brown, Burt, Carscallen (Lennox), Crawford, Dickenson, Duff, Fox, Gallagher, Graham, Gross, Guibord, Hendry, Hyslop, Holmes, Hoyle, James, Jamieson, Joynt, Lee, Lucas, Matheson, Pense, Reaume, Reid, Richardson, Smith (Peel), and Truax.

The third reading of the bill was taken on the 24th March. The bill was strongly attacked in the press as being a concession to the supporters of Separate Schools. On April 8th, Dr. Beattie Nesbitt, the Member for North Toronto, seconded by Dr. Pyne, moved that the Public School supporters be permitted to appear with counsel before the bar of the House, for the purpose of stating their case. The majority of the House held that this was an unusual procedure, as there had been ample opportunity for hearing the opponents of the bill on March 11th, when the first reading of the bill was taken, or in the Private Bills Committee

on March 18th, or on March 21st, at the second reading; or on March 23rd when it went through Committee of the Whole, or even on the third reading. There had really been five stages when the bill had been publicly before the House, when objection might have been taken to it. The motion, however, was pressed to a division, and was supported by the following Members, fourteen in all:—Barr, Beatty, Carnegie, Clark (Bruce), Crawford, Duff, Kidd, Little (Cardwell), Lucas, Mahaffy, Nesbitt, Preston (Durham), Pyne, Reid. Against the bill there were 52 Members of the House.

This property is now assessed for over \$300,000, all the taxes on which go to the public, except the half collected on the sum of \$40,000 contained in the agreement.

THE STORY OF THE "MINNIE M"

At the trial of the election petition against C. N. Smith, the sitting member for Sault Ste. Marie, evidence was given to show that a steamer called the "Minnie M." was used to carry a number of persons to the polls at Michipicoten and Helen Mine. Owing to suspension of the Soo industries, the greater number of the men at these two places had left to seek employment elsewhere, and the object of the expedition of the "Minnie M." was evidently to bring to the polls a number of personators for the absentee votes. On the evening of the Saturday before the election, the Hon. Mr. Gibson and the Hon. Mr. Harcourt addressed a meeting at Sault Ste. Marie, in the interests of the Liberal candidate. While the meeting was in progress, a letter was placed in Mr. Gibson's hands informing him that the "Minnie M." was about to sail for the places mentioned with a number of men whose avowed object was to personate absent voters on behalf of the Liberal candidate. The letter was received by derisive laughter by the meeting, and the Liberals on the platform denounced it as a Tory roorback, trumped up to affect the election. The project seemed so absurd and was so vehemently denied, that Mr. Gibson attached no importance to the letter, declaring that he was not a policeman; but this was not all he said, but went on for some time to point out the provisions of the law in such cases, the heavy penalties for such acts, and warned his hearers of any such attempts as those alleged. At the close of the meeting he spoke in a similar way to Mr. Smith and his friends, and was given to understand and really believed that the story was baseless. Even if he had believed the story he could not have prevented a steamer leaving an American port—for the "Minnie M." had left from the American side of the river—to go wherever she pleased. Even if information had been laid before the police magistrate in regular way, he would be powerless, and the Attorney-General has less authority in connection with criminal offences than an ordinary justice of the peace. The "Minnie M." was under orders from Mr. Coyne, an American citizen, who was at the time in charge of that branch of the Soo industries, and all the arrangements for the alleged personation on the American side were made, as far as the evidence shows, by one Patrick Galvin, then resident at the Soo. The Attorney-General was accordingly as powerless to stop the "Minnie M." as he would have been to stop the sailing of the Baltic Fleet.

THE STEAMER "RUTH"

It seems that a steamer called the "Ruth" had sailed on Saturday afternoon with Conservative personators to the same points as the "Minnie M." had gone, and that through the action of the Liberals she was forced to return. It is claimed that if the Liberals could have stopped the "Ruth" from sailing they could also have stopped the "Minnie M." The two cases are entirely different. The "Ruth" had no right to carry passengers, and her owners were told if she proceeded on her voyage with the passengers whom they knew to be on board, proceedings would be taken to impose the fine which the law prescribes in the case of steamers or tugs carrying passengers without license. The owners of the "Ruth" took alarm and succeeded in recalling her after she had proceeded some distance on her voyage. They had no power, however, of recalling the "Minnie M."

THE PROSECUTIONS

The next charge is that the Attorney-General failed in his duty by neglecting to take proceedings against the men reported for corrupt charges at the trial. The facts in regard to this matter are briefly, that Mr. Du Vernet, who acted on the trial against Mr. Smith, applied to the Court at Ottawa for a summons to bring the persons found guilty of corrupt practices before Judge Osler, who was holding the Assizes at the Soo, before the Trial Judges had sent their report to the Speaker of the House; so anxious was he that the law should be put in motion, and within almost a few hours, if not minutes, of the signing of the report by the Judges, he applied for the necessary summonses, which he received and caused to be served on the offenders. As soon as the report had reached the Clerk of the House, the Attorney-General's Department got the names of the persons mentioned by the Judges as guilty of corrupt practices, and reported them to the Attorney at the Soo for action under the Statutes. The Attorney-General did not lose a moment of time in taking action, but between the time the report left the hand of the Judges until the time it reached the Clerk of the House, Mr. Du Vernet had obtained the necessary summonses on behalf of a private prosecutor, having needlessly taken the matter out of the Attorney-General's hands. Mr. Du Vernet then applied for funds with which to carry on the prosecution, his application being made before the report of the Judges had been received and before the Attorney-General was in a position to act. The Attorney-General's answer to this was that a private prosecutor was entitled to half the fines in such cases, and as Mr. Du Vernet by practi-

cally taking the case out of his (the Attorney-General's) hands, he must be left to take his own course. To supply a private prosecutor with funds when the Attorney-General had power to act, and was willing to act, was an unheard-of proceeding.

Accordingly, at the Assizes held before Mr. Justice Osler, Mr. Du Vernet proceeded with his action, and from the course pursued it would appear that Mr. Du Vernet was more anxious to give to the public through the medium of the Court the affidavit made by Mr. Patrick Galvin, which partook in some respects of the same characteristics as other affidavits made for political purposes than to punish the offenders.

During the first day of the trial objection was taken to the power of one Judge to try the case, and Mr. Justice Osler, after fuller consideration, decided that he had no jurisdiction and so the trial was postponed until the end of January. Here Mr. Du Vernet's zeal has redounded to the benefit of the offenders. Had he not wantonly interfered with the Attorney-General's Department, the offenders would have been brought to justice long ago and, if found guilty, punished as they deserved. By superseding the Attorney-General in the first place and by bringing the case before the wrong Court in the second place, he has thwarted the ends of justice; perhaps not intentionally, but that is the result of his action. Much ado is made because the Crown Attorney at the Sault declined to act with Mr. Du Vernet. "The fact is that when the case was brought before Mr. Justice Osler at the Assize Court on Oct. 17, the Crown Attorney, Mr. Simpson, explained that prior to his appointment to that office, ten days previously, he had been solicitor for the respondent in the trial of the election petition, and the Judge stated very emphatically that under the circumstances it would be improper for him to act. Had there been no interference by a private prosecutor, the case would have been tried before the proper Court, and another council would have been appointed to act for the Crown Attorney."